AFFAIRS OF THE RAILWAYS.

Personal, Local and General Notes. The Wabash earned, in the first week of September, \$283,773, a decrease, as compared with the corresponding week of 1888, of

It is stated that within the next ten days some definite action will be taken looking to the building of a new road between Logansport and Indianapolis.

The death of Mr. Touzalin, president of the Chicago, Burlington & Northern, it is thought, may result in a change in the pol-icy of the road in regard to rate matters.

The Chicago, St. Paul & Kansas City railroad yesterday met the cut in rates made by the Burlington & Northern on business from Chicago to St. Paul and Min-

C. W. Welch, of Benton Barbor, has been appointed agent of the Cincinnati, Wabash & Michigan at Elkhart, and A. J. Dexter has been appointed agent of the company at Benton Harbor.

The Chicago & Alton and the Union Pacific are becoming friendly in their traffic alliances, and jointly have put on a line of Pullman cars between Chicago and Cheyenne, via Denver.

A number of prominent railroad attorneys will be drawn here to-day by the sittings of the Interstate-commerce Commission. General Solicitor Brooks, of the Pennsylvania Company, arrived last evening.

The local agents held their regular semi-monthly meeting yesterday afternoon, talked over rate matters a few minutes, also the demurrage question, and adjourned without doing anything of importance. It is undersood that C. C. Waite, president of the Columbus & Hocking Valley road, will also perform the duties of general manager, promoting one of his division superintendents to the general superintendency of the road.

The roads owned by the Mackey syndicate are evening up well with last year on earnings, two of the lines showing an increase of some \$4,000, while the other two show a slight decrease as compared with August of last year.

On account of not being able to secure suitable quarters at Chicago, the general offices of the Chicago, Milwaukee & St. Paul road will remain at Milwaukee until next spring. Oct. 1 was the date fixed for removing the offices to Chicago.

Charles A. Parker, late with the Atchi-son, Topeka & Santa Fe road, yesterday asof the Missouri Pacific road. In freight circles the belief prevails that Mr. Parker will make a strong man for the road.

B. V. Jackson, who represented the Big Four at Chicago prior to the consolidation with the Bee-line, has been appointed di-vision freight agent of the Chesapeake & Ohio, with headquarters at Richmond. He assumed the duties of the position yester-

C. H. Crosby, vice-president and general manager of the United States Express Company, is spending a day or two in the city. As a result of his visit the company may purchase property near the Union Station, which will afford the company betterfacilities than it now has.

The annual meeting of the stockholders of the Lake Erie & Western road will be held at Bloomington, Ill., on the 2d of next month; that of the Ohio & Mississippi at Cincinnati, on the 10th of October, and that of the C., C., C. & St. L. (Big Four) at Cincinnati, on the 30th of October.

General Passenger Agent Baker, of the Louisville, New Albany & Chicago road, was unable to be in the city yesterday: consequently the meeting of the general passenger agents of the Big Four, the Monon, the Pennsylvania and the C., H. & D. was postponed until this morning.

The Missouri Pacific will this week begin the construction of a road from Fort Scott, Kan., to Bagnell, Mo., to furnish a more direet route for its southern Kansas and Indian Territory business to St. Louis and the East. Besides getting a short line, it will pass through a country which will yield a large local traffic.

The Pullman Palace Car Company, which also builds freight cars, has failed in securing several large contracts which it had expected to get, and as a consequence it is stated that in a quiet way several hundred men have been dropped from the force, some of whom are in search of work at other car-building establishments.

The Ohio, Indiana & Western earned in August \$139,963; increase over the corresponding month of 1888, \$5,289. Indications are that a handsome increase in earnings of the road will be shown the present month. At no time in the last twelve months has the road had cars to handle the business offered with any degree of prompt-

J. N. McCullough still has under consideration the acceptance of the position in the directory of the Pennsylvania road made vacant by the death of Wm. Thaw. He fears that the duties he is called upon to perform as vice-president of the Pennsyl-vania Company will not receive proper at-tention should he take upon himself additional duties.

In the eight months ending Aug. 31 the earnings of the Chicago & Eastern Illinois road fell off \$21,173, as compared with the corresponding eight months of 1888. The decrease is due entirely to the strike in the Clay county mines. This sum does not represent the actual loss, as other classes of freight have yielded larger revenue to the company than last year. company than last year.

day last, left Indianapolis forty-eight minutes late, the engine hauling twelve cars. on which were eighty-nine through and 142 local passengers. At Terre Haute the train was divided into two sections, and the through passengers reached St. Louis on time. As the time of this train is fast, this record is a remarkably good one.

One of the up-with-the-times master me-chanics of an Indianapolis road predicts that five years from now all the heavy ex-press passenger trains will be hauled by ten-wheel passenger engines with a six-foot driving-wheel. The larger wheelage surface and the immense weight placed on the drivers enables an engine of this monster build to start joff as promptly with twelve or fourteen coaches as an ordinary engine will with five.

The shipments of flour, grain and provisions from Chicago to the seaboard by the lines in the Central Traffic Association last week aggregated 19,762 tons, against 18,000 for the week previous, an increase of 1,762 tons, and against 21,005 for the corresponding week last year, a decrease of 1,243 tons. The Vanderbilt lines carried 50.5 per cent. of the tonnage, the Pennsylvania lines 21.1, the Chicago & Grand Trunk 20.4 and the Baltimore & Ohio 8

Tariff sheets announcing the rate made

by the St. Paul road to meet the Burlington's cut were sent out from the general freight offices of that road yesterday. The cut amounts to about 33 per cent., and is based on a reduction of from 60 to 40 cents per hundred for first class. The new tariff goes into effect on Wednesday, and will ap-ply to all freight transported from Chicago or Milwankee to St. Paul and intermediate points, and also to Dubuque and Savannah. President Van Horne, of the Canadian Pacific, in an interview yesterday, said: "We have decided to build a bridge for ourselves across the Niagara river. For the present I do not care to state what our American connection will be. I will say, however, that we have made arrangements for this connection with six leading Ameri-can railroads, and will be able to run into Buffalo on the most advantageous terms, and will have thoroughly first-class ac-

have elsewhere.' The Journal lately said that rates on desks had been advanced 50 per cent., and that the manufacturers of desks felt that it would so cripple their business as to make the advance a serious matter. The statement was also made that agents of roads here were blamed for the advance. This ed to an investigation of the matter, and it is shown that the furniture manufacturers are to blame for the advance, they, through their national association, suggesting that the classification be changed on desks, by which classification the advance is a superior of the formula of the furniture manufacturers.

vance is brought about. Under the agreement between the north-and-south lines, which includes the Monon, he Big Four, the Pennsylvania and the C., H. & D., each company is calling in its mileage tickets and will issue no more at \$20 per one thousand miles; but, com-mencing with the 22d of this month, they will all issue a mileage ticket of one thousand miles at \$25 per one thousand miles, r bearer. The two-thousand-mile ickets of the Pennsylvania issue will not be good on the north-and-south line in the system, but will be good on all east-and-west lines. After the 22d of this month the ly issue of tickets which will be good on s north-and-south lines will be the regu-

lar trip tickets, the coupon ticket and the two and one-half cents per mile mileage ticket. Conductors will be instructed to

E. A. Ford, general passenger agent of the Pennsylvania lines and of the Vandalia, feels that the press is disposed to place the position of the roads he represents in a wrong light as regards the milage tickets. He says that there is not a general passenger agent in the country who will go further than he to accommodate the merchants and the commercial travelers in the matter of low rates. All he asks is that the roads which issue the low-rate mileage tickets be protected in their rights. He would favor the issuing of a ticket at a low rate on which every member of a business firm and his employes, the heads of families and every member of the family, could travel, but the roads should be protected against other persons traveling on such mileage tickets. Mr. Ford takes the ground that a man who once a year travels over a

against other persons traveling on such mileage tickets. Mr. Ford takes the ground that a man who once a year travels over a railroad is not entitled to as low a rate as the man who passes over it fifty or one hundred times a year. There should be a wholesale ticket which business men and and their traveling salesmen can travel on, or the heads of families and the members of the family also. Mr. Ford takes the position that this whole matter lies in the hands of the merchants and business men of the country generally, and they should see to it that laws are passed which would prevent a low-rate mileage ticket being used except by the parties who are entitled to it. He says that unless a mileage ticket can be protected by the legislative bodies of the several States, he would favor making the rate to all persons who travel the roads in the Central Traffic territory 2½ cents per mile. When questioned as to making 2 cents a mile the rate between all points, he said that the roads of Ohio, Indiana and Illinois could not stand such a low rate. There were some that could, but it would be hard on the roads that could not, and would cause trouble to the roads which are classed as the weaker lines. He thought, however, a two-and-a-half-cent-a-mile rate was preferable to the common mileage-book, as it has been abused.

GAS AND OIL-PRODUCING ROCKS.

The Geological Distribution of Natural Gas and Petroleum in the United States.

To the Editor of the Indianapolis Journal:

In the discussion of this subject only that portion of the United States east of the Rocky mountains is considered, and no attempt is made to make this article complete, only the principal horizons being mentioned. Natural gas and petroleum are indigenous to nearly every formation in our geological series, though not every formation or locality presents the necessary combination of conditions to permit of their accumulation in what is considered paying quantities. The table below gives the main subdivisions of our paleozoic formations:

Coal Measures. Sub-carboniferous Limestone. Waverly Series—Pocono of Pennsylvania, or the Knob-stone of Indiana. Carboniferous ... Catskill. Chemung. Portage. Devonian Hamilton Upper Helderberg. Oriskany. Lower Helderberg. Water line. Upper Silurian. Medina. Hudson River. Utica. Lower Silurian..

This group of rocks furnishes most of the gas found in Illinois, Missouri and Kansas, Fort Scott and Paoli, in the latter State, being the most productive centers. Weak flows are occasionally found in Indiana in this group of rocks.

The Berea grit, which lies near the base of this group, has proven quite productive. It is the reservoir of the petroleum or gasand-oil sand at Mecca, in northeastern Ohio, and also in southeastern Ohio, at Macksburg. It yields considerable gas at Macksburg and vicinity, and at Neff and East Liverpool. A sandstone that is thought to represent this formation furnishes some strong gas wells in Butler county, Pennsylvania

The Catskill group contains the Venango oil-sand group, probably one of the greatest reservoirs of natural gas and petroleum on this continent, unless the Trenton limestone surpasses it. It consists of beds of stone surpasses it. It consists of beds of sandstone, usually three in number, sometimes more, with intervening beds of shale. This group of sands range from 300 to 375 feet in thickness in Butler and Venango counties. Within this group lie all the prominent gas and oil-producing sands of southwestern Pennsylvania, including the famous Murraysville district in Allegheny county, also portions of Allegheny county, also portions of Washington, Beaver, Butler and Venango counties, The depth from the surface to the first or upper sand stone varies at different localities. It is the surface rock in a few localities in Warren county, Pennsylvania, but with the associated formations it dips to the southwest to Waynesburg, Green Train No. 1, over the Vandalia, on Satur- local in their development, being confined to western Pennsylvania and possibly a portion of West Virginia.

The oil sands of Warren and Forrest counties, Pennsylvania, are found about 300 feet lower geologically than the group just described. They are neither so persistent nor important as the Venango group, but still have been very important horizons of production. The famous Bradford sands lie from 300 to 400 feet lower than the Warren sands, near the base of the Chemung group. Several intervening or stray sands have also proven very productive. The depth from the surface to the Bradford sands is about 1,700 feet. These sands have, so far, proven productive only in the counties near Bradford, in Pennsylvania, and in the adjacent counties in New York. The Ohio shale of Professor Orton, which is the equivalent of the Chemung, Portage and Genesee, of Pennsylvania and New York, has afforded considerable gas in Ohio, though the flow from individual wells is small. The Devonian black shale of Indiana, the feeble representative of those groups in their westward extension, has proven quite productive in Harrison county, Indiana, and also in Mead county, Kentucky. It has also yielded con-siderable oil in northern Tennessee.

The Hamilton and Corniferous, or Upper Helderberg limestone formations will be considered together as the Devonian limestones, as sufficient study has not been given to them as yet in Indiana to enable one to separate them by means of the drillings. These formations have proven fairly productive of gas at Salem, Washington county, Indiana, where it is claimed that gas has been found in paying quantities.

The most marked center of oil production, nowever, in Indiana of these formations is at Terre Haute. Two-localities in western Canada, near Enniskillen, have produced considerable oil from this horizon. The Niagara limestone formation is the

source, or reservoir, of the gas found at Vernon, Jennings county, Indiana, where the flow is fairly persistent.

Considerable flows of gas were struck at Findlay, O., and vicinity, and also at Fremont, when the Clinton limestone was reached. The most notable center of production of this formation yet discovered is at Lancaster, O., where the rock was found at a depth of 1,989 feet from the surface in well No. 1. It has also yielded some oil in

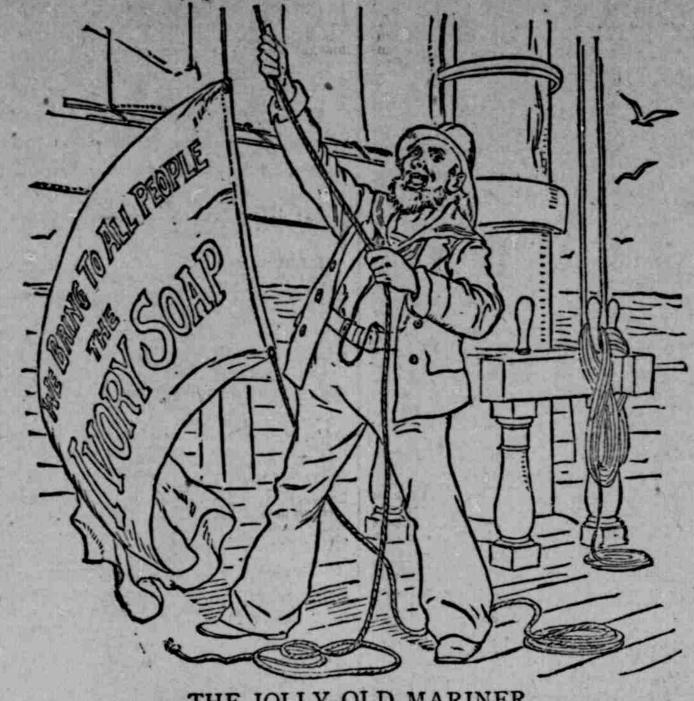
Wood county, Ohio.

The Hudson river shales yield considerable gas in Ohio and Indiana, but usually the flow is not persistent where strong when first struck. Had this formation been provided in its upper portion with a purous rock of sufficient capacity to act as a reservoir it is probable that it would have proven of great importance. As it is, however, the gas is distributed in pockets whenever a cavity is present in the rocks.

The Trenton limestone, an important horizon of production, although the lowest geologically, is second to none in importance. It has, however, been found productive only in northwestern Ohio and eastern Indiana. The depth from the surface to this horizon varies from 876 feet in well No. 1 at Muncie to 1,155 feet at Union City, well No. 1, and 1,983 feet at Auburn, Ind. In Ohio it is reached at a depth from the surface of 1,092 feet in well No. 1 at indlay; 1,328 feet at Fremont, and 1,914

feet at Bryan, well No. 4.

It will be seen from the above description that the gas and oil-producing rocks in the different districts belong to different geothat the gas and oil-producing rocks in the different districts belong to different geological horizons, and, so far as the investigations have gone, it seems to be an in-



THE JOLLY OLD MARINER.

A jolly old mariner sailing the sea,
Was roaring a solo and thus thundered he.
"Our ship is as bold as an eagle on wing,
And she carries a cargo that's fit for a king;
A cargo that's welcome to peasant or pope,
Our ship she is laden with IVORY SOAP.

"I've plowed all the oceans to every port,
To visit all nations and climes is my sport;
We carry our goods to the ends of the world,
Our trade is announced on our banner unfurled;
See! blazoned on pennant from top-mast and rope:
'We bring to all people the Ivory Soap.'

"From Procter & Gamble, my lads, do you mind? We carry a blessing to gladden mankind; For dirt is a fee to the body and soul, And soap must precede e'en the gospel's control; Then hurrah! hip hurrah! for philanthropy's hope, Hurrah for the advent of Ivory Soap.

"Its bars, like the truth, or a life-saving boat, Ever rise to the top and triumphantly float; As the foam on the wind-fretted billow 'tis light, As the elephant's tusk it is glossy and white; The poets all praise it in measure and trope, The ocean is thundering—IVORY SOAP."

A WORD OF WARNING.

There are many white soaps, each represented to be "just as good as the 'lvory';" they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it. Copyright 1886, by Procter & Gamble.

variable rule that where any one of the above-described formations or group of sands is productive the others are nonproductive, or absent, or too deep beneath the surface for the drill to reach. For instance, in the district where the Venango oil and gas sands are productive the War-ren and Bradford sands are absent or non-productive, while the horizon of the Ve-nango sands in the Bradford and Warren districts would be some hundreds of feet A. J. PHINNEY, M. D. in the air.

MUNCIE, Ind., Sept. 14. Lifting Plants for Winter.

American Agriculturist. Taking up and potting geraniums and other bedding plants which farmers' wives and other amateurs wish to preserve, should be done before the advent of cool, should be done before the advent of cool, frosty weather, in order that some root growth can be made before winter. As generally managed, the work is deferred to the latest possible moment, and then the plants are kept in a hall-way or on the porch until the snows of early November alarm the owner, and they are taken in. This treatment gives little or no opportunity for the plants to make any progress in their new position. The cold nights and occasional cold days keep the temperature of the soil in the pots much lower than it of the soil in the pots much lower thau it should be. Newly-potted plants require to be kept, for at leat two weeks after potting, in a room where the temperature is above fifty-five degrees. How to get a geranium with roots sixteen inches long into an eight or nine-inch pot is often a puzzle to the amateur, but easy when one learns how. First put in an inch of broken crocks for drainage, and then cover with a little coarse earth. Take the plant in the right hand with roots hanging down, insert the roots in the pot so the ends of most of the longest ones rest on the earth, give the plant a twist, lowering it a little at the some time, shake in some fine soil with the left hand, and repeat the operation until the roots are all in. The turning of the plant distributes the roots and "takes up the slack" or surplus length. After a few trials the experi-menter will be able to do it nicely without cramming or crowding the roots. Do not keep newly potted plants too wet.

A Startling Remark.

Philadelphia Record. A refined and modest-looking miss, loaded down with bundles, emerged from the Broad-street station, and wearily took a seat in the corner of a Market-street car yesterday. The car had hardly started when the other riders were startled by a voice from the corner occupied by the quiet-looking miss. "I just feel like —," it said. Amid her confusion the young lady succeeded in clearing up matters and relieving herself of a terrible suspicion by tearing the wrapper from one of the bundles and displaying a parrot in a cage.

A Confusion of Terms.

Omaha World-Herald. Stupid Man-I've hired a new type-writer. Wife (coldly)-Indeed! Stupid Man (enthusiastically)-Yes, a daisy. One of the kind that you can take anywhere with you and hold on your lap

(Conemangh of tears.) Stupid Man (an hour later)-But, my dear, its a machine; not a girl.

Real Estate Transfers. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour bours ending at 5 P. M., Sept. 16, 1889, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, 84 East Market street:

Harry J. Milligan, trustee, to Susan M. Coyner, lots 122, 123 and 124, in Milligan's Brook Park addition..... \$400.00 Christopher F. Rafert to Jesse H. Dalton, lot 30, in Clifford Place .. 650.00 Sophia Greenwald to Paul Kempe, lot 2, in Greenwald's addition..... Sophia Greenwald to Gottlieb Goettling, lot 4, in Greenwald's addition 1,050.00 Frank H. Smith to Walter O. Williams, lots 100 and 101, in Newell's North Place addition.

James M. Comstock to George J. Marott, lot 29, in Milligan's Park

450.00 Harry J. Milligan, trustee, to John F. McCray, lot 13, in Milligan's Park 500.00 John M. King to Eliza E. Dixon, the east half of northwest quarter of section 15, township 17, range 5, containing 78 acres..... Francis Ford to Jacob J. Traub, lot 5.000.00 28, in Fletcher's first addition to Brightwood 400.00

J. George Stilz to Anton Achgill, lot 2, in Stilz's Edgewood addition 528.00 Mary E. Baker to Wm. S. Beck, lot 85, in Long's Pleasant-avenue addition. 150.00 Mary Everts to Bruce Carr, lots 6, 7 and 8, in Evans's subdivision of lot 12 and part of lot 11, in Johnson's heirs' addition.... Chas. Yoke et al. to John D. F. Carlin, lots 9 and 10, in Lamme's subdivision of lot 37, in Hanway's subdivis-

ion of west half of south quarter of section 29, township 16, range 4.... Conveyances, 13; consideration....\$12,953.00

SOCIETY NOTICE. MASONIC-KEYSTONE CHAPTER, NO. 6, R. A. M.—Stated meeting in Masonic Temple, this (Tuesday) evening, at 7:30 o'clock.
W. S. RICH, M. E. H. P.

JACOB W. SMITH, Secretary. TTENTION! - SHERIDAN POST, NO. 539 A G. A. R., will assemble at Post Hall and march at 3:30 p. m. Tuesday, Sept. 17, to join the Sons of Veterans in the reception given to their Commander-in chief-elect, Hon. Charles F. Griffin.

GEO. W. GALVIN, S. V. C. TOHN A. M. Cox, Adjutant.



No appetite, Indigestion, Flatulence, Sick Headache, "all ruu down," los-ing flesh, you will find

the remedy you need. They tone up the weak stomach and build up the flagging energies. Sufferers from mental or physical overwook will find relief from them. Nicely sugar coated. SOLD EVERYWHERE.

C. & E. W. BRADFORD, EZ INDIANAPOLIS, IND.

WANTED-MALE HELP.

WE want a reliable man in your vicinity to show samples of our premium Cigars to dealers. No experience required. Wages \$15 per week and expenses Steady employment. Address, inclosing 2c stamp for reply. No pos als answered. D. O. GAL-LEAR & CO., Rialto Building, Chicago, Ill.

WANTED-SALESMEN. WANTED-Reliable local and traveling salesmen.

Positions permanent. Special inducements now; fast-selling specialties. Don't delay. Salary from start. BROWN BROS., Nurserymen, Chicago, Ill. WANTED-AGENTS.

A GENTS WANTED-MOST WONDERFUL MA A chine ever produced for printing sadvertising signs, entirely new; patented July 9, 1899. Sells to every merchant. Sample work and terms, 10 cents. ARC PRINTER M'F' CO., Raeine, Wis. WANTED-Lady agents for our new McIntosh Waterproof Ragian. Very stylish: cloth out side; nothing like them in stores. Agents have big Prices on "Dalsy" Hose Supporters greatly reduced. We give agents the greatest chance ever offered to make money this fall on our full line of fast-selling goods. Address, with stamp, E. H. CAMP-BELL, 484 Randolph St., Chicago.

FOR SALE-MISCELLANEOUS! TRUST'GAS STOCK-TWO THOUSAND DOL' lars paid up, at forty-five cents on dollar. F. C., care Journal. FOR SALE-A SOAP FACTORY. Everything new and complete. Capacity 400 boxes per week. Address STAR SOAP CO., Fairbury, Neb. COR SALE-GROCERY STAND-GOOD REAr sons for selling. Will be made known by applying of W. R. ADAMS, 614 East Main st., Muncie, Ind. DOR SALE-AN ESTABLISHED BUSINESS-Pays \$2,500 a year. Clean stock; first-class location and favorable lease. Owner can give the best of reasons for selling. Address Merchant, Journal office.

BUSINESS OPPORTUNITIES. NEW STOCK OF GENERAL MERCHAN-A dise, located in a town of 2.000 inhabitants; stock will invoice \$4,500; will sell for sixty-eight (68) cents on the dollar. This is a rare chance for an enterprising man to make money. F. HUFFMAN, Westfield, Ind.

FOR RENT. TWO ROOMS, WITH POWER, ON MERIDIAN and South streets. Apply at Bryce's Bakery.

ANNOUNCEMENTS. STROLOGER- MRS. DR. ELLIS NVEER

A fails to tell life's history correctly by the planets, where to go, what to do for success, health and abppiness, gives information on all subjects. If sick or in trouble consult the Doctor at once. 23 East Michigan street. Can be consulted by letter. WANTED-THE HEIRS OF MARTHA TOUR-teliett nee Towne nee Johnson, want information concerning an advertisement for said heirs in New England papers recently, relating to real estate of Ithiel Towne, situated in the city of Indianapolis, State of Indiana, Address L. W. WILDER, P. O. Box 653, Webster, Worcester Co., Massachusetts.

FINANCIAL. MONEY-QUICK-TRY BRYAN, NO. 1 NORTH Meridian street. LOANS - MONEY ON MORTGAGES. C. F. SAYLES, 75 East Market street.

L'INANCIAL-MONEY ON MORTGAGE, FARMS MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbott & New's Block. SIX PER CENT. ON CITY PROPERTY IN IN-

TO LOAN-Private funds on farm and city property. Large loans on business property, 6 per cent. STANTON & SCOTT, 34 2 North Delaware st. M ONEY TO LOAN ON FARMS AT THE LOW-due We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis. BUSINESS DIRECTORY.

ATKINS E. C. & CO., manufacturers and CUT, BAND, and all other Belting, Emery Wheels and Mill Supplies.

Illinois street, one square south SAWS

BELTING EMERY WHEELS. W. B. Barry Saw & Supply Co., 132 & 134 S. Penn st. All kinds of Saws repaired.

THE SINKER-DAVIS CO., Saw-Mill Machinery, Engines and Boilers, Pipe-Fittings and Natural-gas Supplies,

111 to 149 South Pennsylvania Street. HOLLIDAY & WYON, Wholesale Manufacturers of Coupe, Surrey, Buggy and Express

HARNESS. No. 77 South Meridian street, Indianapolis, Ind. Price List sent the trade on application LUMBER.

E. H. ELDRIDGE & CO., Shingles, Sash, Doors and Blinds, COR. ALABAMA AND MARYLAND STS.

SAFE-DEPOSIT VAULT

Absolute safety against Fire and Burglar. Finest and only vault of the kind in the State. Policeman day and night on guard. Designed for the safe-keeping of Money, Bonds, Wills, Deeds, Abstracts, Silverplate, Jewels, and Valuable Trunks and Packages, etc.

JOHN S: TARKINGTON, Manager.

LUMBER, SHINGLES, ETC. HENRY COBURN, dealer in all kinds of Building Material, Sash, Doors Blinds and Frames. Veranda work a specialty.
PLANING-MILL AND YARD-Keutuck¶ avenue
and Mississippi street.

The Indianapolis Glue Company Manufactures all kinds of CABINET GLUES AND CURLED HAIR.



REMINGTON



STANDARD

It has been for fifteen years the STAND-ARD, and embraces the latest and highest achievements of inventive skill.

Wyckoff, Seamans & Benedict, 34 East Market St., Indianapolis.

THE BEAUTIFUL CLEVELAND YARD Over 20,000 feet put up in Indianapolis during 1888. Cheap, everlasting and ornamental.

OFFICE AND FACTORY, 22 BIDDLE STREET.

Three squares south Mass, ave. Depot. ADAMANT WALL PLASTER.

The new, cheapest and best Wall Plaster known to the trade. Manufactory at 196 West Maryland street. INDIANA ADAMANT PLASTER CO. COPPERSMITH WM. LANGSENKAMP

Kettles, Soda Fountains, Gas Generators, Candy Ket-tles, Dyers' Cylinders, dealer in Sheet, Copper and Brass, Tubing, etc., 96 South Delaware street,

C. HIRSCHMAN & CO. Manufacturers of Mattresses, Dealers and Renovat-ers of Feathers. Our Renovator beats the world. 69 North New Jersey street.

FINE SHOW-CASES. WILLIAM WIEGEL.

MANUFACTORY, No. 6 West Louisiana street. COMSTOCK & COONSE. WOOD, CHAIN and WOODEN FORCE PUMPS. Dealers in Iron Pipe, Driven-well Points and all Driven-well Supplies. 197 and 199 S. Meridian St. Nordyke & Marmon Co. Estab. 1851

FOUNDERS AND MACHINISTS MILL AND ELEVATOR BUILDERS, Indianapolis, Ind. Boller Mills, Mill-gearing, Belting, Bolting-cloth, Grain-cleaning Machinery, Middlings-purifiers, Pertable Mills, etc., etc. Take street-cars

EDUCATIONAL.

(Established 1850.) INDIANAPOLIS (Reorganized 1885.) BUSINESS UNIVERSITAL N. Penn. St., When Block, Opp. Postoffice. REDMAN, HEER & OSBORM, Principals and Proprietors.

DAY AND NIGHT SCHOOL. ENTER NOW.

Best course of Business Training. Book-keeping, Business Practice, Banking, Short-hand, Type-writing, Penmanship and English Branches. Experienced instructors. Patronized by best people. Individual instruction. Open all year. Students enter any time. Educate for lucrative positions. Time short. Expenses moderate. Business men call on us for help. Most highly recommended. Write for full information. Catalogue free.

THE INDIANAPOLIS SCHOOL OF Will open September 16, in the Plymouth Church Building. Piano, Organ, Violin, Singing and Composition taught by Specialists from the schools in Stuttgart, Berlin, Brussels and London. Elementary Piano Instruction \$10 per term of 20 lessons. Night classes, once a week, in Chorus Singing. Call at office or address CLARENCE FORSYTH, Plymouth Church

CLASSICAL SCHOOL INDIANAPOLIS, INDIANA.

The fourteenth year will begin September 16. Prepares boys for college, scientific schools, and for business. A few boys will be taken into the family of the principal. L. R. BAUGHER, the principal, may be seen or addressed, for the present, at 74 East Walnut at rect.

GIRLS' CLASSICAL SCHOOL Eighth year opens September 16. Prepares for the Harvard Annex and for all women's colleges. Ex-cellent courses in Music and Art. Handsome accommodations for boarding pupils. Send for catalogue.
Theo. L. Sewall and May Wright Sewall, Principals,
may be consulted at their residence, 343 North Pennsylvania st., Indianapolis, Ind.

HTE INDIANAPOLIS CONSERVATORY OF MUSI Will open in September with a full corps of well-known talented instructors. Extended courses in all departments of instrumental and vocal music. epartments of instrume, etc., Address, for catalogue, etc., JAMES LYON. 477 North Pennsylvania st., cor. St. Joe st.

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